

# "ASK MR. BOWMAN," SHRINERS' TOUR

## REAL FACTS AND FIGURES THAT COME IN OFFICIALLY

Imports and Exports That Give An Idea of What Virginia Is Doing.

Figures that have just been made public by the Department of Commerce at Washington are more or less interesting. They show that April, 1915, imports totaled \$166,576,106, against \$173,762,114 in April, last year, and \$146,194,481 in April, 1913. April exports rose \$31,656,761 above the best record made in April of any earlier year, being \$294,470,199, against \$162,552,570 in April, 1914, and \$199,813,438 in April, 1913. Comparing April trade with the low points touched in August last, imports have increased 23.7 per cent and exports 168.8 per cent.

Of the April, 1915, imports, 63.6 per cent entered free of duty, compared with 62 per cent in April, 1914, and 52.6 per cent in April, 1913.

Comparing imports and exports during the ten months ending with April of the years named, imports have fallen from \$1,521,114,692 in 1914, to \$1,374,183,745 in 1915, a decrease of \$146,928,947, or 9.6 per cent, while exports have risen from \$2,013,754,485 to \$2,225,548,068, an increase of \$211,793,583, or 10.5 per cent.

The figures for the ten months ending April 30, 1915, show a favorable balance on merchandise transactions in excess of \$381,000,000. If to this be added the known excesses of exports over imports for the three weeks of May closing with the 22d, the net favorable trade balance thus far during the fiscal year is well in excess of \$600,000,000, and it is probable that the export balance for the fiscal year ending June 30 next will exceed \$1,000,000,000, or about \$235,000,000 more than the former high-record export balance recorded in the fiscal year 1908. These are facts unprecedented in our commercial history. They derive, however, greater weight when it is considered that they include two months, July and August, 1914, in which the trade balance was temporarily against us. The change from conditions existing a year ago appears from the fact that whereas by reason of large imports of foodstuffs and reduced exports of them during April, 1914, an adverse trade balance of over \$11,000,000 was then shown, there is this year in April a favorable balance of very nearly \$124,000,000, a net change, as the record shows, in our favor of \$135,000,000.

April, 1915, imports of gold aggregated \$18,203,928, against \$7,469,124 in April, last year, while April exports of gold were \$812,706, compared with \$497,386 in April, 1914. The nine months ending with April of the current year showed an export balance of \$34,633,592, a fact wholly due to the large excess of exports over imports of gold in the period from July to November. Those months showed an aggregate export balance of \$116,000,000, while the succeeding months to April 29 showed an import balance of \$82,000,000 in the movements of gold.

## NEW DUTCH COLONY IN SHENANDOAH VALLEY

(Continued from Second Page.)

rested the development and settlement ever since. I found Mr. Lyddert a gentleman of pleasing address, progressive in his ideas and ever alert to learn and apply his knowledge to the comforts and betterment of the several members of the colony.

### THEY ARE INTENSIVE FARMERS AND TRUCKERS

At that time I was told that they intended to devote a great deal of attention to trucking and intensive agriculture, that they had organized their own produce exchange for the purpose of marketing the output from their farms and were putting a sales agent on the road to develop their markets. It was hard for me to fully comprehend the magnitude of their undertaking or the careful manner in which they had systematized their development every branch thereof having been given careful and studious consideration by some member of the colony, well qualified to direct the respective operations.

Not being able to grasp the situation fully on the occasion of my first trip, I was glad to return to Basic City during the last few days of April for the purpose of cultivating more fully the acquaintance of the colonists and to learn more about their objective. Before visiting the colony I made inquiry from a number of residents of Basic City regarding the progress that these new farmers were making, and from every one there came the expression that they were a very high-grade, intelligent lot of people, who devoted their every effort to the upbuilding of their new home and the development of the farms they had purchased. With this recommendation, I feel certain that the success of these thrifty Holland-Americans is assured.

As on the previous occasion, I went direct to the headquarters of the colony and was greeted on my arrival by Mr. Lyddert, who showed me every courtesy. It was a busy scene, indeed, with some six or seven teams at work in the different fields of the farm, plowing and preparing the land in some instances, while in others they were planting the crops. From Mr. Lyddert I received the following very interesting information: The home or headquarters farm was purchased late in 1914; comprises 115 acres of Shenandoah River bottom. When the farm was purchased it was in a low state of tillage; brush, briars and knolls covering every field; fences torn down; orchard in a decadent state; buildings dilapidated and devoid of paint. In fact, the residence was in such condition Mr. Lyddert had to take in Basic City for the first few months while the headquarters home was being made ready for his reception. Now it is different, house, barn and other buildings repaired and painted, pump-house erected, hot frames installed, sprinkler system completed, fences whitewashed and numerous other changes have been made that make the Dutch headquarters farm the pride of the community, and this illustrates what they are doing generally along intensive agricultural lines.

### THEY MAKE EVERY ACRE OF GROUND TELL

Practically every acre of the 115 will be in cultivation. Some of the crops now planted and soon ready for mar-

ket are four acres of onions, which they will begin shipping the first week in May; forty-five acres in Irish potatoes, two acres in strawberries, twelve acres in cantaloupes, four acres in cucumbers, two acres in early tomatoes, five acres in nursery stock. The remainder of the 115 acres will be planted to lettuce, corn and late potatoes. They have erected on seventy-five-ton silo and expect to construct one or two more.

Just previous to my visit they purchased another farm of 150 acres to the north and west from the headquarters farm. The soil, however, is of a different type, being the limestone formation in place, the river silt and loam as is found on headquarters. The object of their second purchase is to develop that great industry for which the Dutch are noted—namely, dairying and live stock husbandry. A portion of this farm has been sold to some new members of the colony, who will arrive during 1915, while the remainder will be sold in such acreage as may suit the needs of the colony.

In answer to the question, whether the land of Augusta County compared favorably with that of Holland, Mr. Lyddert said it was much better adapted to intensive agriculture than that of Holland, besides it is so much cheaper—this land they are able to purchase at prices ranging from one-fifth to one-tenth the price of Holland farms of the same quality. This is one of the main reasons why these thrifty Dutch people are coming to Virginia.

### SOME VARIETIES WORTH THINKING OF

After leaving headquarters farm, I visited Dr. C. W. A. Essers, whose farm adjoins headquarters. Dr. Essers arrived at Basic City late in August, 1914. He purchased fifty acres of land for farming purposes and two acres as a site for his home. On this two acres he recently discovered a large deposit of high-grade yellow ochre, for which he now is developing a market, and expects to begin shipment at an early date. He has erected a magnificent residence on the bungalow order, of some six rooms, also a barn, sunk a well and has done a great deal of other development work. He also is planting a home orchard on this tract. Directly after his arrival he started the building of his house and barn, and in addition thereto prepared for crops about two acres of land, which he set on onions. The manner in which his two acres was cultivated has been the wonder of the community. In fact, the old residents of Augusta County say they never saw a piece of land so well prepared for the reception of seed.

The onions are now ready for market, and he expects to realize about \$75 an acre from the same. Dr. Essers, by the way, is an agricultural chemist. He has practically every acre of his farm in cultivation. Among the crops now planted is one acre in asparagus, one acre in early tomatoes, two acres in raspberries and blackberries with early Irish potatoes interplanted, three acres in cantaloupes, two acres in strawberries, two acres in early cabbage, sixteen acres in potatoes and five acres in corn. The remainder of his farm will be planted to corn and late potatoes. In fact, from my observations, I believe that fully forty-nine out of the fifty acres will be growing and producing crops during 1915. An irrigation system is being installed and

fertilizer applied, so that in due course there will be no waste of land and the production brought up to the highest possible standard by means of the Dutch high-pressure methods of agriculture.

### SOME OF THE MINOR DETAILS OF THE BIG WORK

About one mile to the north and east of Dr. Essers' farm J. Rhebergen has purchased a farm of seventy acres, on which the development equals that found on the properties previously mentioned. Mr. Rhebergen is gradually preparing his farm for general agriculture and dairy purposes.

Adjoining Mr. Rhebergen's property is the farm of E. Zorn, who has purchased seventeen acres and is developing same for orcharding and trucking. Mr. Zorn's son is a graduate in agriculture from the National University of Amsterdam and is regarded even now as one of the best-posted farmers in Augusta County.

The original purpose of the Dutch-American colony was to have all of their colonists embark in orcharding. With this object in view they purchased some 500 or 600 acres to the east of Basic and bordering on the slopes of the Blue Ridge mountains. Nearly all of this land has been sold to Dutch colonists, but only some three or four have as yet migrated to Virginia and started the development of same.

It was my good fortune to make a trip to the farm of H. Kuiper, who has purchased thirty and one-half acres of the tract purchased for orchard purposes. Mr. Kuiper arrived from Colombo, East Indies, in September, 1914. Since then he has erected a residence, built more than a mile of woven wire fence and cleared fifteen acres. Of the fifteen cleared acres eleven have been planted to apples and peaches. I asked Mr. Kuiper whether he regarded the land which he owned as comparing favorably with that of Holland or the East Indies, to which he answered in the affirmative. In addition he said the climate is much better, since in Holland about 200 of the 365 days were cloudy. Mr. Kuiper is busily engaged in planting his truck crops; has a few acres in corn and is cultivating his orchard intensively. His cows, horses and other live stock give every evidence of thrift and careful attention given same in his native country.

Just across the road from Mr. Kuiper is the home of G. Van Dorsten, who came direct from Holland, arriving in September, 1911. Since then he has erected a comfortable residence, building a modern barn and supplying himself with all other conveniences. He has cleared his entire farm of twenty acres, fenced and planted it.

The day spent with these new settlers ended all too soon, since every one of them were glad to answer all questions asked. They are highly educated, speak English, German, French and Dutch. They are determined to make a success; are sending their children to the public schools in Basic City and are, in every manner, endeavoring to impress the residents of that section of their worthiness and their intention to become good citizens. They are here to stay, and I am sure from the wonderful beginning that these eight or ten families have made, that there will subsequently be a great influx of these highly progressive Dutch people, while

their influence and thrift will be felt throughout the entire Shenandoah Valley.

### WHY FARMERS BUY AUTOS

Man Who Grows Things Needs to Be in a Hurry Getting to Market.

An investigation by Farm Life, covering seven counties in Southwestern Indiana, shows that twice as many cars are being sold this year as compared with last, and that about 75 per cent of the machines going out this season are being sold to farmers. The investigation seems thorough enough to establish a basis for the whole country. The licenses issued by the State were first considered, running about 64,000 against 36,000 for the same date in 1914. The dealers were interviewed, as well as more than 700 farmers.

Farm Life declares that not only are average farmers buying machines, but that every fourth or fifth man interviewed, if he had no car, is planning to buy one—this year or next. If his crops and his live stock ventures turn out according to his reasonable hopes. Is this unusual investment in automobiles by farmers a sign of prosperity?

It is attributed by Farm Life largely to the decrease in the price of machines, and the need felt by the farmer for a time-saving and pleasure-giving vehicle. In no instance was it found that the farmers neglected their flocks and herds to go joy-riding; on the contrary, the machine owners were prosperous and happy.

### FINANCIAL CONDITION ALL DOWN IN THE SOUTH

(Continued from Second Page.)

but this condition is gradually improving. In the Southwest manufacturing is slightly below normal and retail trade reduced, though fairly satisfactory. In the Pacific Northwest manufacturing is depressed by reason of a shortage of vessels, but improvement is anticipated; retail trade is slightly below normal. In the intermediate section both manufacturing and retail trade are improved. In the North, Central and Middle West manufacturing is below normal, but improving, with mixed conditions in retail trade.

The general situation and outlook in the Southeast is stated as encouraging and hopeful. In the Southwest sound

and good. The Pacific Northwest shows improvement, accompanied by an encouraging outlook. In the intermediate country conditions are improved and encouraging, while in the North, Central and Middle West conditions are good, with greater prosperity anticipated.

To sum up the entire situation briefly, crop conditions as a whole might be termed very good, while the financial situation is satisfactory. The effect of the establishment of the regional reserve bank system is reassuring. The war has brought about conditions which, generally speaking, are

adverse, but has produced stimulation along certain lines. The real estate situation is quiet, but while loanable funds are abundant, there exists a relatively small demand from desirable borrowers. Manufacturing shows mixed conditions, while retail trade is generally quiet and reduced. As a whole, the reports would seem to indicate that the situation is fundamentally sound, though awaiting an adjustment of the European difficulties to permit a movement along all lines toward greatly improved conditions.

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At Seventh Avenue,  
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Room adjoining bath, \$1.00 and \$1.50; two persons, \$2.00. Room, private bath, \$2.00; two persons, \$2.50 and \$3.00. Suites—parlour, bedroom and bath, \$3.00 and upward.

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AT SEATTLE, JULY 13-15, 1915

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Also Visiting the

Canadian Rockies, Pacific Northwest, Grand Canyon, Yellowstone National Park, American Rockies, Colorado Resorts, etc.

To enable the Nobility of Acca, their families and friends, to see something of this wonderful section and to share in the joys provided by the good people of the Pacific Coast during the summer of 1915, Acca Temple will run a Personally Conducted Special Train from Richmond to the Imperial Council in Seattle, with numerous side trips and opportunities for sight-seeing.

### DAILY ITINERARY.

Grand Canyon Section—25 Days' Tour.

Saturday, July 3—Leave Richmond 2:00 P. M. via Chesapeake and Ohio Railway, in Special Train of Standard Pullman Sleeping Cars.

Sunday, July 4—Arrive Cincinnati 7:30 A. M. Leave Cincinnati 8:00 A. M. Arrive Chicago about 5:30 P. M. Leave Chicago 10:15 P. M. via C. M. & St. P. R. R.

Monday, July 5—Arrive St. Paul 10:45 A. M. Leave at 11:00 A. M. via Soo Line and Canadian Pacific Railway.

Tuesday, July 6—En route through North Dakota.

Wednesday, July 7—Arrive at Banff 7:55 A. M. Thursday, July 8—Leave Banff at 8:05 A. M., and arrive at Laggan 9:30 A. M., and transfer to Lake Louise, "Lake in the Clouds."

Friday, July 9—Leave Laggan 9:30 A. M. for a daylight ride through the Rockies. Arrive at Glacier 2:21 P. M.

Saturday, July 10—Leave Glacier 2:30 P. M. for a further daylight ride through the Rockies. Arrive Vancouver 9:25 P. M.

Sunday, July 11—Leave Vancouver 10:00 A. M. by the Canadian Pacific steamer for a delightful trip through the interesting Puget Sound region, calling at Victoria, where a stay will be made of about one and one-half hours. Arrive Seattle 9:00 P. M.

Monday, July 12; Tuesday, July 13; Wednesday, July 14; Thursday, July 15—At Seattle. During the stay will be held the Imperial Council of the A. A. Order, Nobles of the Mystic Shrine. Leave Seattle at 12:01 midnight on July 15.

Friday, July 16—Arrive Portland 7:00 A. M. Portland is the most important city of the Pacific Northwest. It is called the "Rose City," on account of the large number of roses that are constantly in bloom. The climate is very mild, on account of the warm current from the Pacific Ocean. Leave Portland at 8:15 P. M.

Saturday, July 17—En route, passing Mt. Shasta, where a short stop will be made.

Sunday, July 18—Due to arrive at San Francisco about 7:30 A. M.

Sunday, July 18; Monday, July 19; Tuesday, July 20—At San Francisco.

Tuesday, July 20—Leave San Francisco via Southern Pacific Railroad 8:00 P. M.

Wednesday, July 21—Arrive Los Angeles 9:45 A. M.

Thursday, July 22—At Los Angeles. Leave Los Angeles by Santa Fe R. R. 9:00 A. M. for the Grand Canyon.

Friday, July 23—Arrive Grand Canyon 6:00 A. M. Leave at 8:00 P. M. for Kansas City.

Saturday, July 24—En route through Arizona, New Mexico, Colorado and Kansas.

Sunday, July 25—Arrive Kansas City 6:45 P. M. Leave by Missouri Pacific Railway at 9:00 P. M. for St. Louis.

Monday, July 26—Arrive St. Louis 7:30 A. M. Leave at 11:30 A. M. by Southern Railway for Louisville, arriving 7:45 P. M.

Tuesday, July 27—Leave Louisville by Chesapeake and Ohio Railway at 9:00 A. M.

Wednesday, July 28—Due at Richmond at 8:30 A. M.

A number of Nobles will have their wives, daughters, sisters, sweethearts and friends to accompany them, all of whom will be sumptuously entertained at various places en route. Those desiring to join the Tour should see Noble Samuel. H. Bowman at once, as accommodations are limited.

### YELLOWSTONE PARK SECTION.

31 Days' Tour.

Travel with Grand Canyon Tour up to departure from San Francisco, where room will be provided at hotel until July 21; thence as follows:

Wednesday, July 21—Leave San Francisco at 8:30 A. M. via Western Pacific Railway.

Thursday, July 22—Due to arrive at Salt Lake City 1:45 P. M. Leave Salt Lake City 7:15 P. M.

Friday, July 23—Arrive at Yellowstone National Park at 7:00 A. M. After breakfast at the Yellowstone Station, stages will be taken for a five-day tour through the Park.

Saturday, July 24, to Tuesday, July 27—Staging through Yellowstone National Park. During this unique tour, one of the most remarkable experiences in the world, all the great natural wonders of the Park are visited—geysers, hot springs, craters, painted terraces, the sublime canyon, the lake, etc., and the astonishing wild life of the region observed. Full accommodation is provided at the splendid hotels in the park.

Tuesday, July 27—Leave Yellowstone Park at 7:00 P. M.

Wednesday, July 28—Arrive at Salt Lake City 7:15 A. M. Transfer to Hotel Utah. During the day there will be a sight-seeing automobile trip about the city, visiting the points of interest and Mormon grounds, including the Temple and Tabernacle, etc. Salt Lake City, the Zion of the Latter Day Saints, or Mormons, is both beautiful and interesting. It was founded by Brigham Young in 1847. Among the places of interest to visit are the great granite Temple, the Tabernacle, wherein is one of the finest organs in the United States. Twelve miles from the city is the Great Salt Lake, eighty miles long and thirty miles wide. Leave Salt Lake City at 4:50 P. M. via Denver and Rio Grande R. R.

Thursday, July 29—Passing through the American Rockies by daylight, one of the most impressive railroad journeys in the world. Arrive at Colorado Springs about 5:35 P. M.

Friday, July 30—At Colorado Springs. A trip to Crystal Park or Cripple Creek will be provided. Colorado Springs is the chief health resort of Colorado, a handsome city with broad tree-shaded avenues. It is located on an elevated plateau between the Rocky Mountains and the prairies.

Saturday, July 31—At Colorado Springs. Automobile trip to Manitou and the Garden of the Gods is included. Leave Colorado Springs in the evening.

Sunday, August 1—At Denver, the "Queen City of the Plains." Automobile sight-seeing trip provided throughout the city and park. Leave Denver at 9:00 P. M.

Monday, August 2—En route.

Tuesday, August 3—Arrive St. Louis 7:35 A. M. and leave at 12:00 noon via Big Four R. R.

Wednesday, August 4—Due Richmond 3:40 P. M.



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